# "Realizing the Potential of Transit Oriented Development"



# National Development Boston-Area Case Studies

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Managing Partner



#### TRENDS IN BOSTON AREA HOUSING

- Growth in rental exceeds that in home ownership
- Growth in urban areas exceeds suburban
- Popularity of mixed-use neighborhoods
- Smaller is better (or at least just as good!)

Trends tie to growth of TOD-focused projects

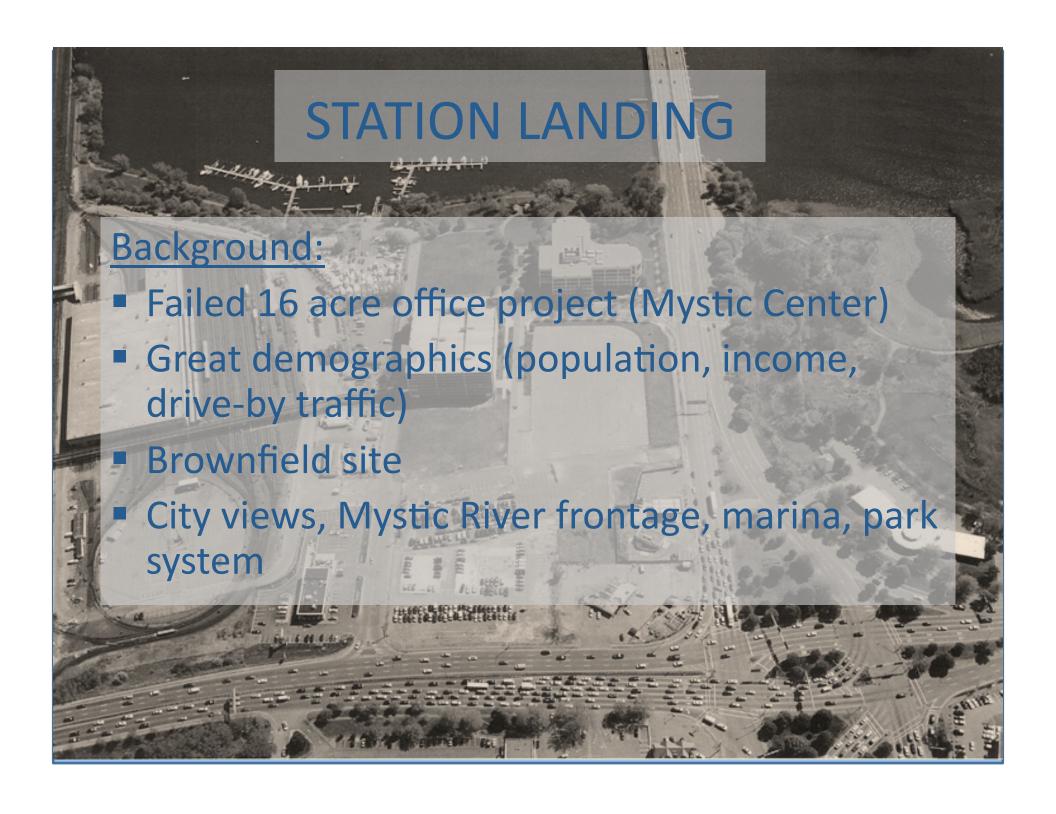
### DEVELOPER PERSPECTIVE

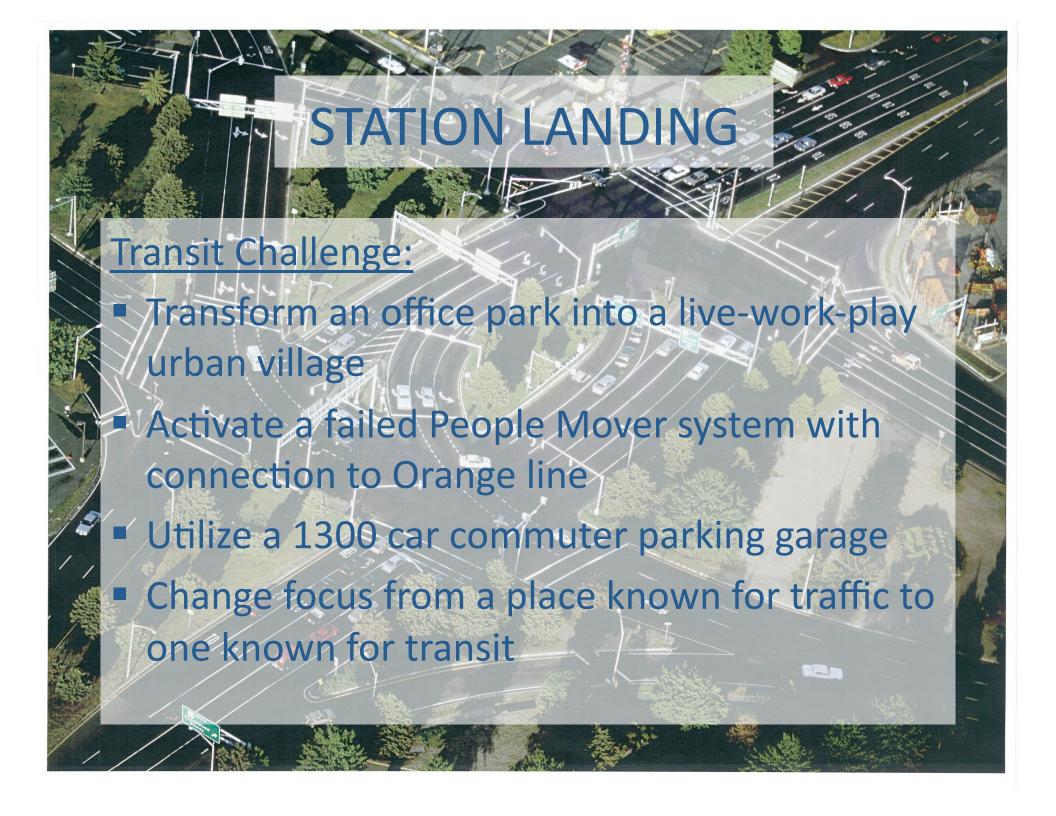
- Stronger connection between where people live and work
- Suburban development taking on urban characteristics
- Transit has become a differentiator between new projects
- Economic and housing growth requires a strong MBTA

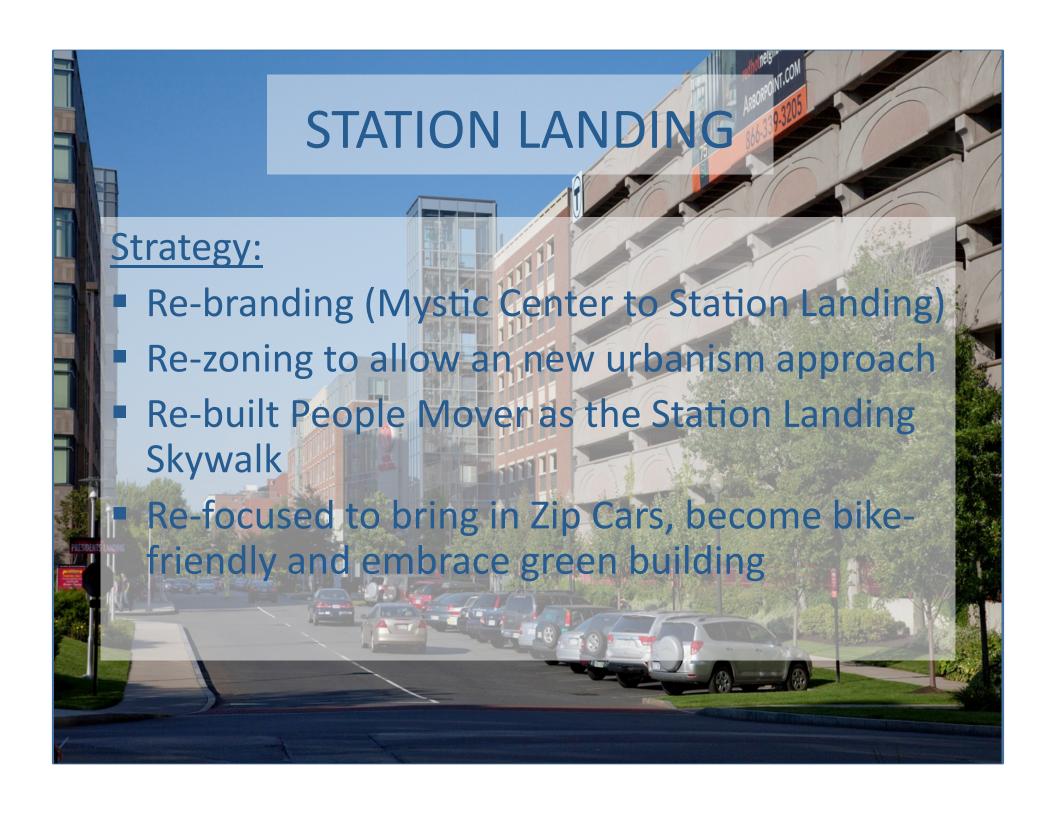
## **CASE STUDIES**

- Station Landing, Medford
- Woodland Station, Newton
- Ink Block South End, Boston
- University Station, Westwood

Common theme: Very different projects where TOD is central to success.

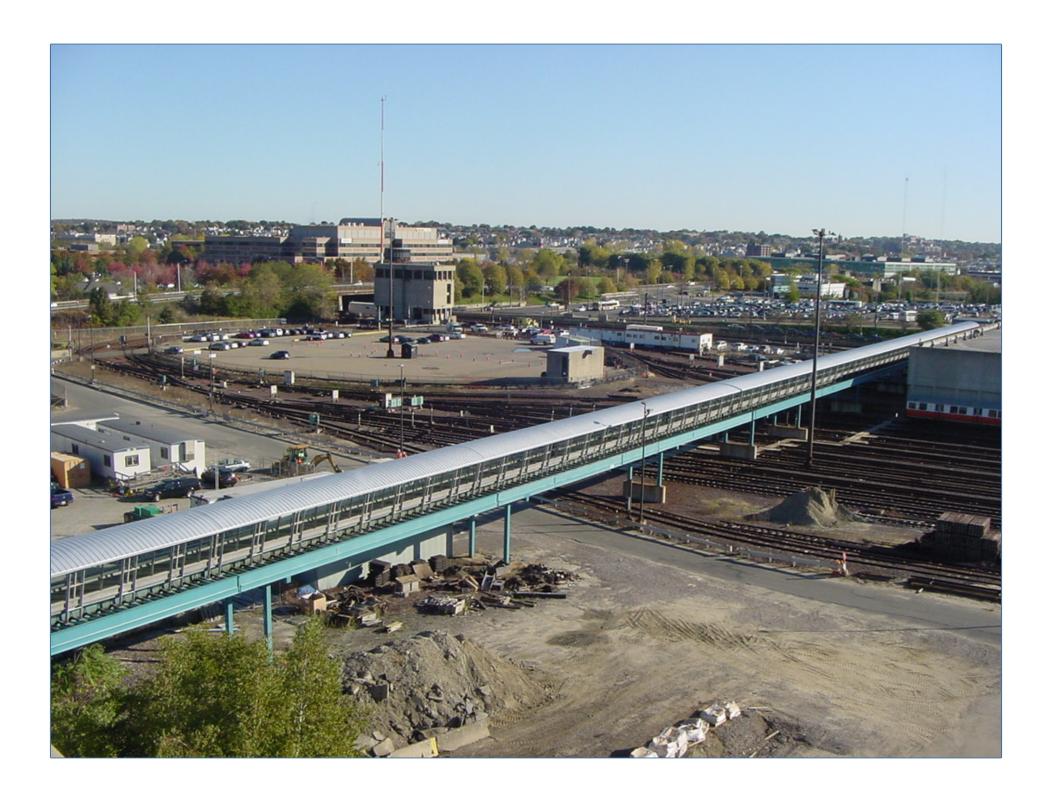


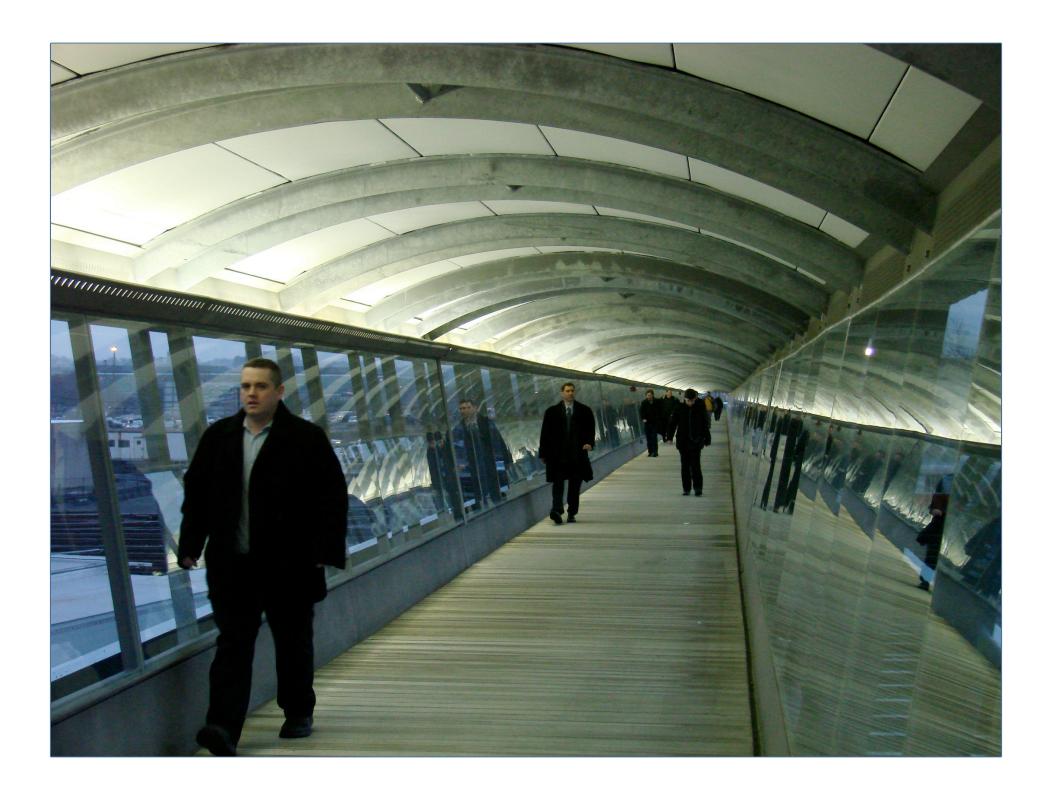




## STATION LANDING







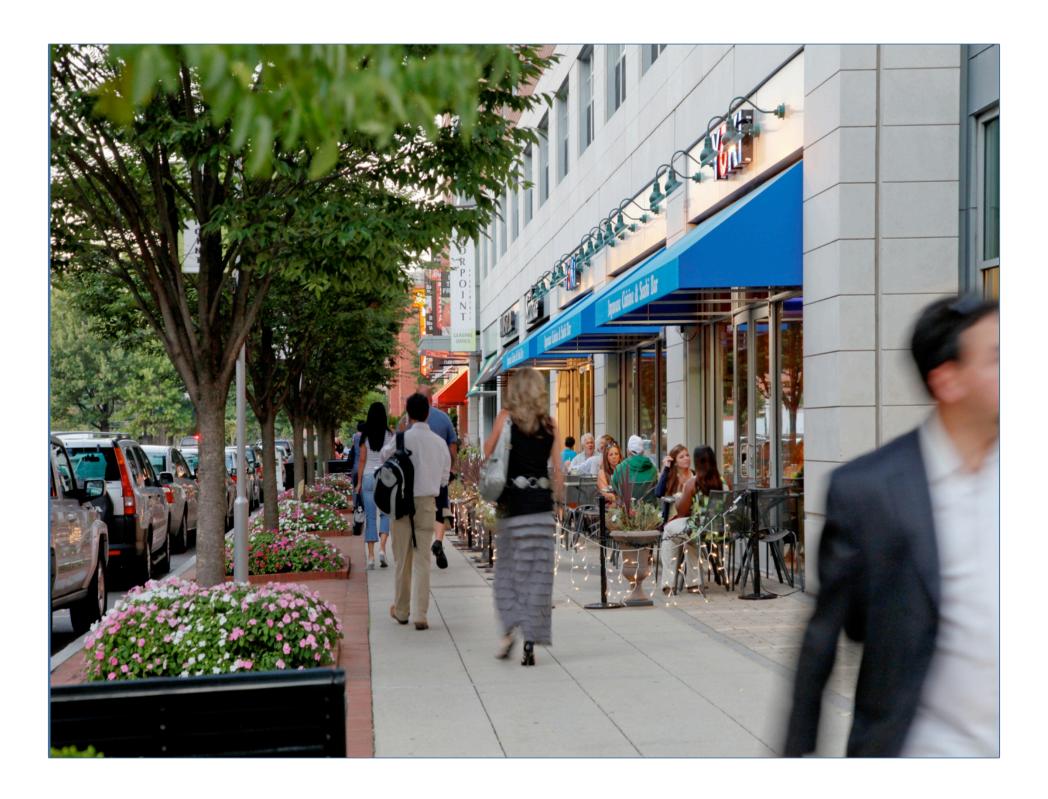
#### STATION LANDING

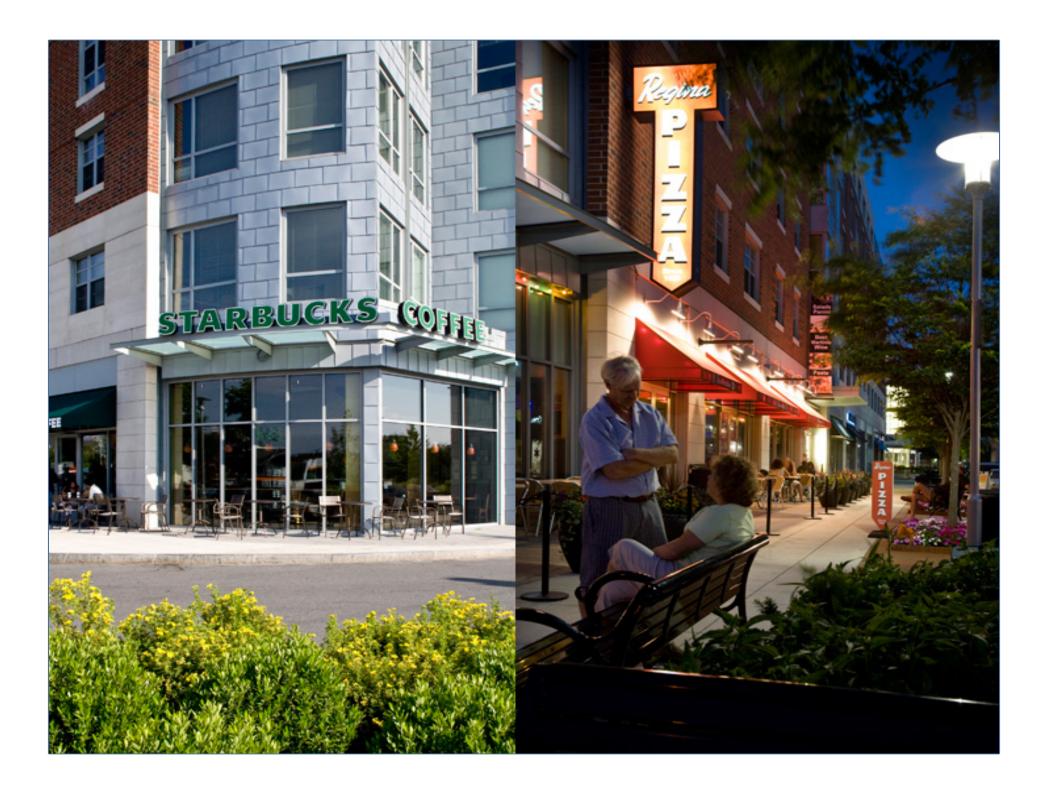


greenapartments orangeline redhotneighborhood

ON THE T AT WELLINGTON CIRCLE

STATION LANDING. COM TAKE EXIT 29

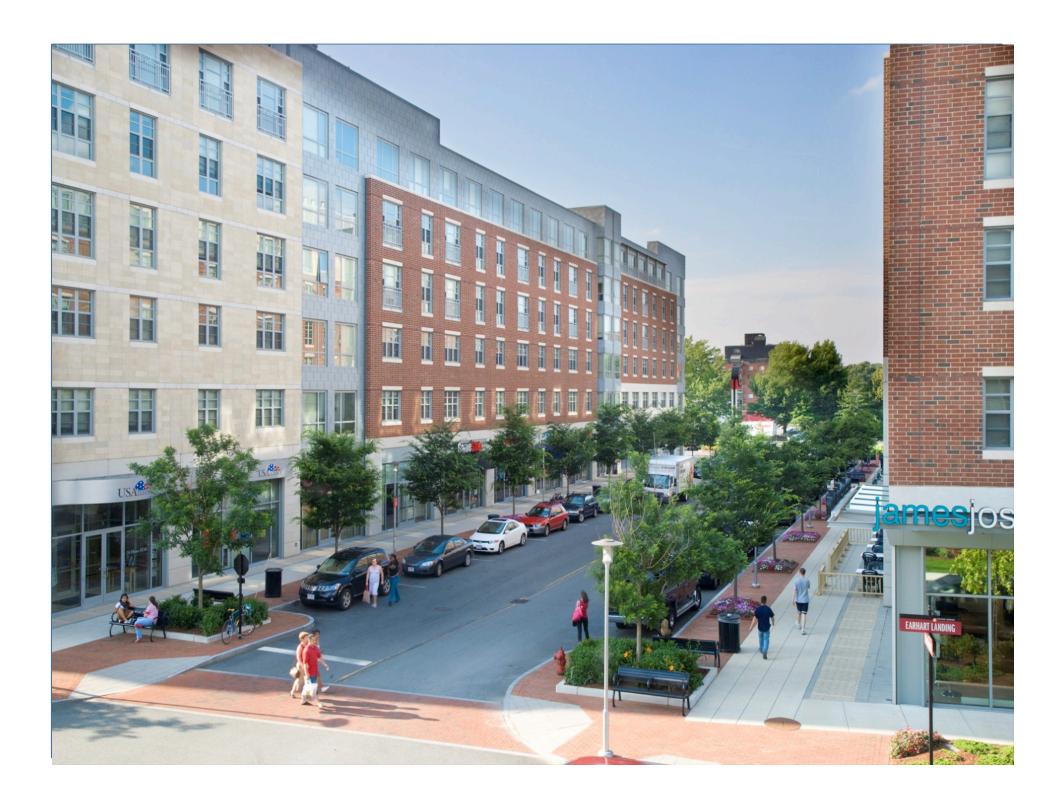














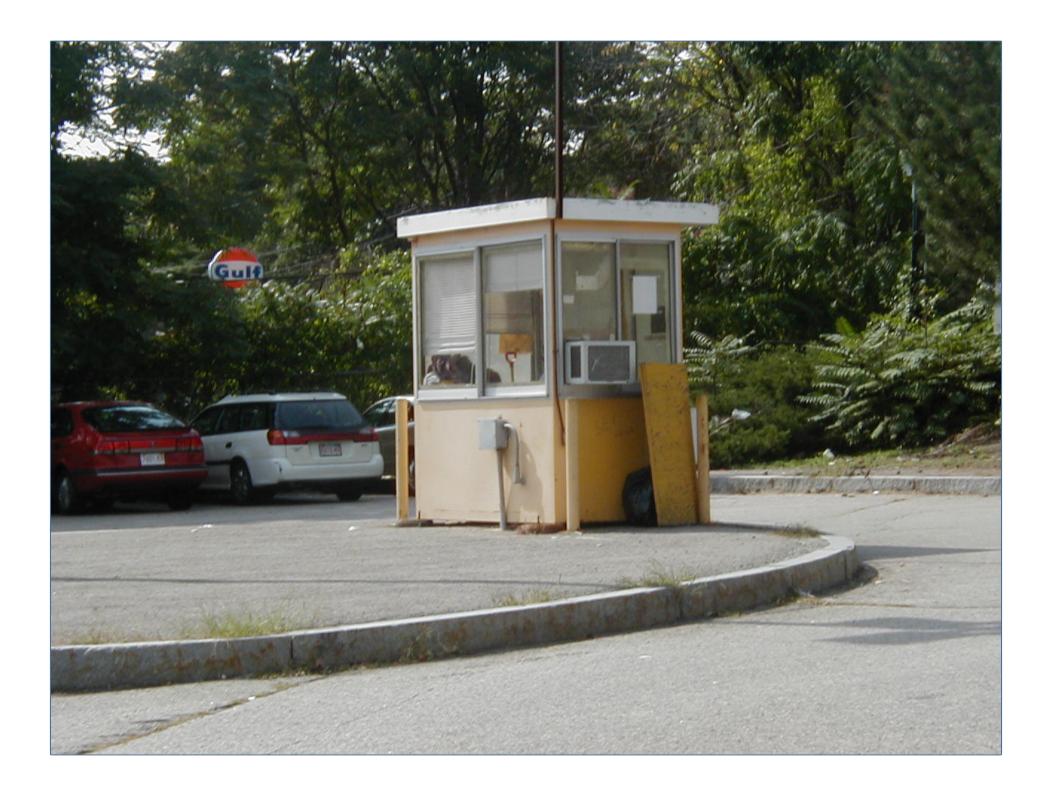


## WOODLAND STATION

## **Background:**

- MBTA RFP to re-develop an underutilized 4 acre commuter parking lot
- Great demographics
- Abuts two golf courses, Newton-Wellesley
   Hospital campus
- Years of neighborhood conflict with MBTA
- Poorly maintained, unattractive MBTA station

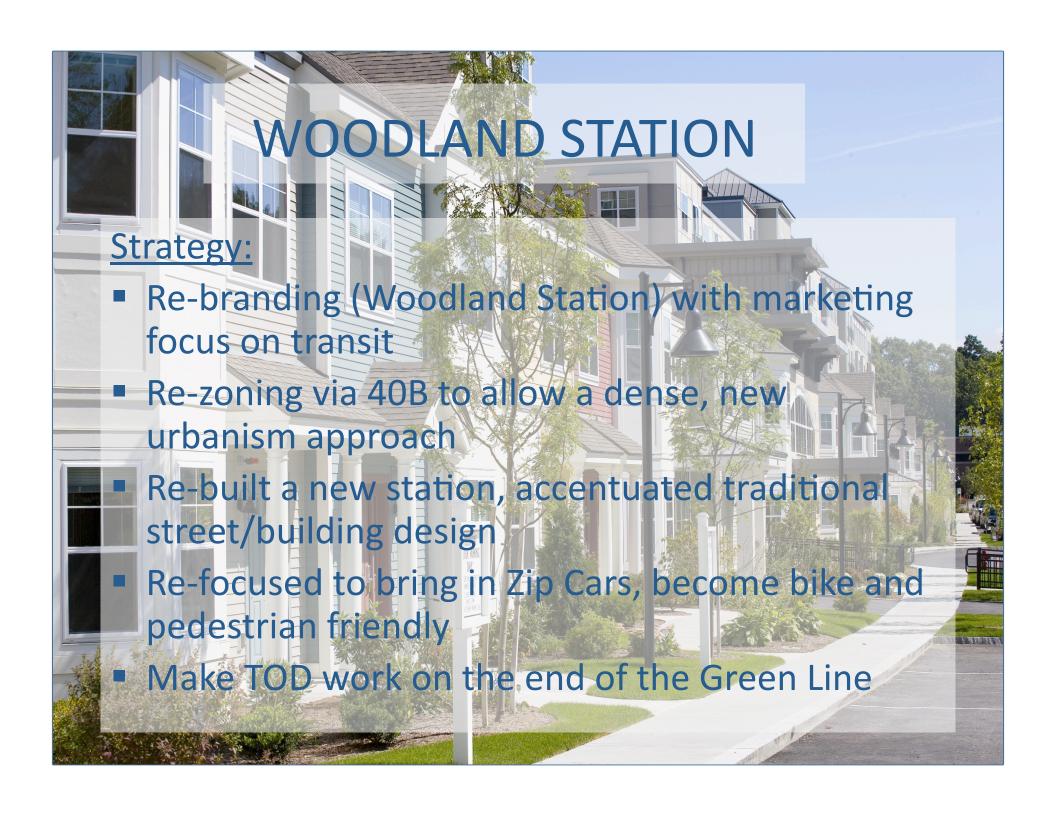




















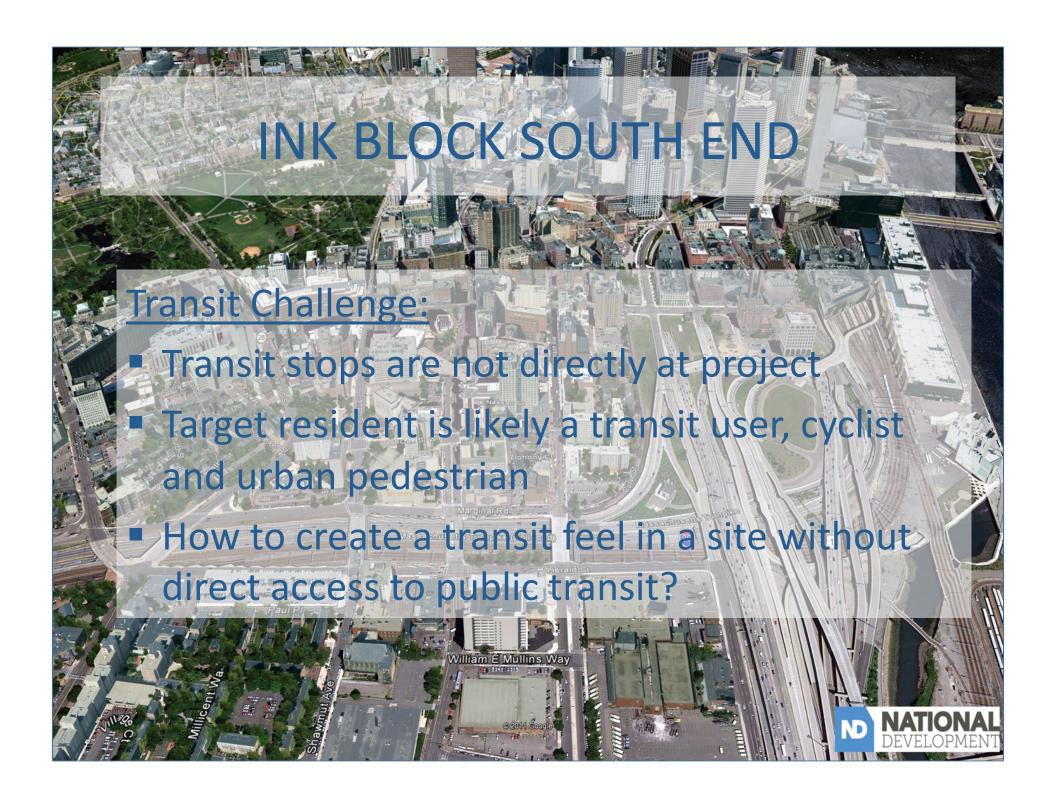








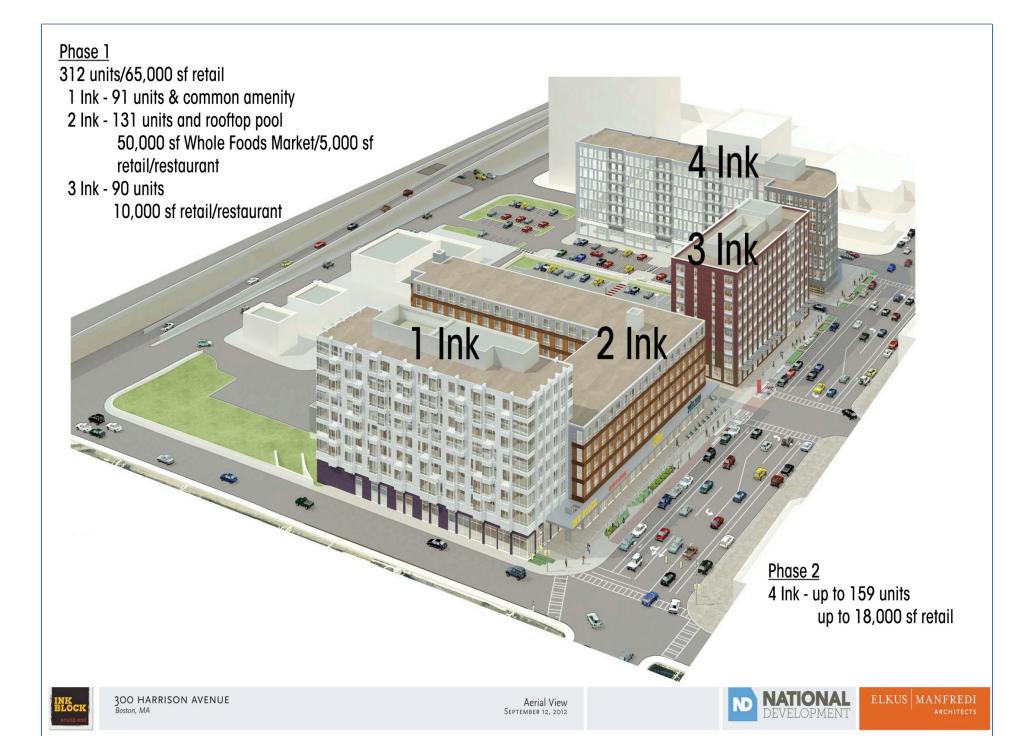




## INK BLOCK SOUTH END

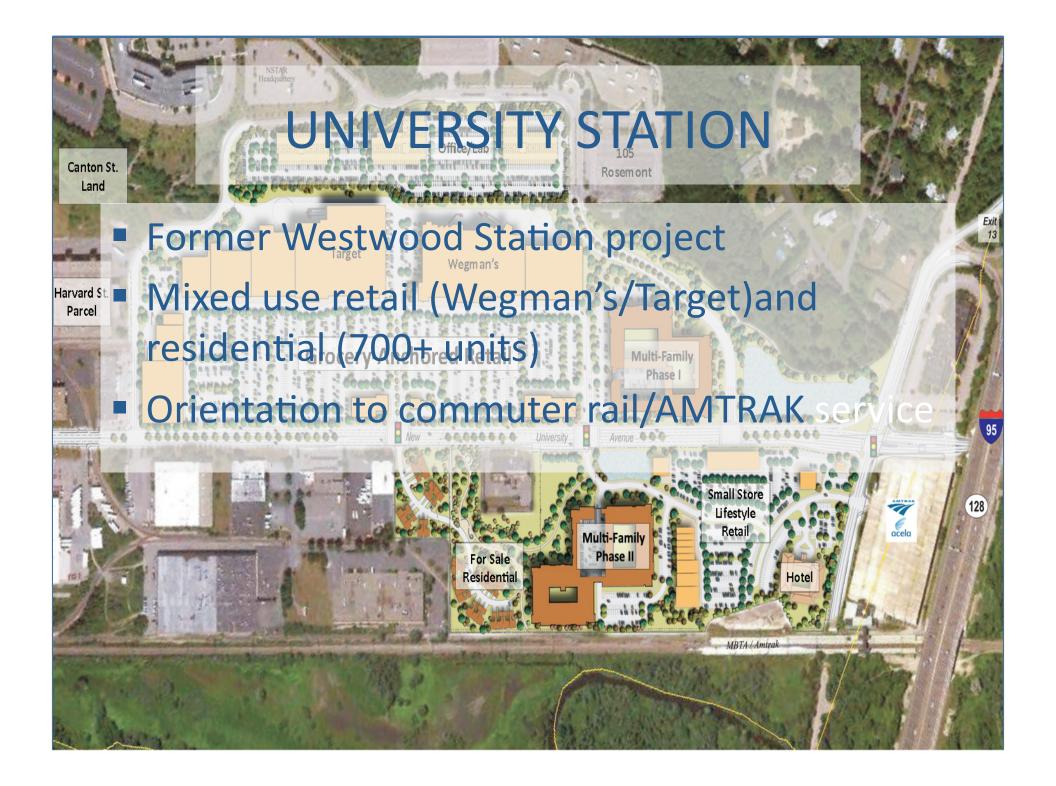
#### Strategy:

- Branding (Ink Block South End) as a cool place that cares about transit
- New zoning to allow more height, new urbanism approach
- Dense project that combines Whole Foods, restaurants, etc. with residential
- On-site multi-modal center with Hubway, Zip Car, electric car stations and "Bike Central"
- Promoting proximity to Silver, Red and Orange lines









### ALL PROJECTS - RESIDENT SURVEYS

- Almost 50% say transit is most important factor in housing decision
- Almost 70% use transit at least once a week
- Most who don't use work at location not accessible by transit
- Most who drive to work have free parking
- Residents who do have cars use them less
   frequently and may have fewer per household

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